



## Airworthiness Directive

**AD No.:** 2015-0225

**Issued:** 18 November 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

EADS-CASA

**Type/Model designation(s):**

CN-235 aeroplanes

**Effective Date:** 02 December 2015

**TCDS Number(s):** EASA.A.186

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 52 – Doors – Main Landing Gear Doors – Modification

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**Manufacturer(s):**

EADS-CASA, formerly Construcciones Aeronáuticas S.A.(CASA)

**Applicability:**

CN-235, CN-235–200, and CN-235–300 aeroplanes, all manufacturer serial numbers.

**Reason:**

Occurrences of Main Landing Gear (MLG) Access Door detachment were reported. Subsequent investigation determined that the detachments of the MLG Door occurred during manoeuvres performed at high speed and with high sideslip angle on aeroplanes not modified in accordance with the instructions EADS-CASA Service Bulletins (SBs) SB-235-52-0061 and SB-235-52-0068. Based on the investigation results, it was determined that the fracture mechanism was associated with excessive deformation that could produce scooping in the forward edge combined with an excessive vibration of the MLG Access Door.

This condition, if not corrected, could lead to MLG Access Door detachment and consequent impact of flight controls, resulting in reduced control of an aeroplane and possible injury of persons on the ground.

To address this potential unsafe condition, EADS-CASA issued SB-235-52-0061 and SB-235-52-0068 to provide modification instructions.



For the reasons described above, this AD requires modification of MLG Access Doors and prohibits installation of a MLG Access Door sealing part number (P/N) CAN36032R. This AD also prohibits installation of not modified MLG Access Doors.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Within 12 months after the effective date of this AD, modify each MLG Access Door and install an improved fairing seal in accordance with the instructions of EADS CASA SB-235-52-0068 Revision 2.
- (2) For CN-235-200 aeroplanes: Concurrently with the modification of the MLG Access Door, as required by paragraph (1) of this AD, modify each affected MLG Access Door by installing an additional bolt in accordance with the instructions of EADS CASA SB-235-52-0061 Revision 1.
- (3) Do not install on a MLG Access Door a seal having P/N CAN36032R:
  - (3.1) For aeroplanes modified as required by paragraph (1) and (2) of this AD, as applicable: From the effective date of this AD.
  - (3.2) For aeroplanes not modified in accordance with EADS CASA SB-235-52-0068 and SB-235-52-0061: After modification as required by paragraphs (1) and (2) of this AD, as applicable.
- (4) Installation of a MLG Access Door on an aeroplane is allowed, provided the MLG Access Door is modified as required by paragraph (1) and (2) of this AD, as applicable:
  - (4.1) For aeroplanes modified as required by paragraph (1) and (2) of this AD, as applicable: From the effective date of this AD.
  - (4.2) For aeroplanes not modified in accordance with EADS CASA SB-235-52-0068 and SB-235-52-0061: After modification as required by paragraphs (1) and (2) of this AD.
- (5) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of EADS CASA SB-235-52-0068 original issue or Revision 1 and EADS CASA SB-235-52-0061 original issue, is acceptable to comply with the requirements of paragraph (1) and (2) of this AD, as applicable.

**Ref. Publications:**

EADS CASA SB-235-52-0068 original issue 15 July 2002 or Revision 1 dated 24 October 2014 or Revision 2 dated 09 January 2015.

EADS CASA SB-235-52-0061 original issue 31 dated October 1996 or Revision 1 dated 24 October 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 20 October 2015 as PAD 15-133 for consultation until 17 November 2015. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact:

EADS CASA (Airbus Military) Services / Engineering Support

e-mail: [MTA.TechnicalService@military.airbus.com](mailto:MTA.TechnicalService@military.airbus.com).

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For US operators, contact alternatively: e-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

